

The China Mail.

Established February, 1845.

No. 10345

號八十月四年六十九百八千一英

HONGKONG, SATURDAY, APRIL 18, 1896.

日六初月三年申丙

PRICE, \$2.50 PER MONTH.

OUR JOURNAL DEPARTMENT
HAYING been REPLEN-
ISHED with a large as-
sortment of the latest EUROPEAN
and AMERICAN NOVELTIES,
we are prepared to execute
orders for FANCY WORK with
quickness and despatch, and at
very moderate rates.

* CHINA MAIL OFFICE.

GOLD MEDAL
JOURNAL
OF THE
HONGKONG
CHINA MAIL
The only Award, Chicago, 1893.
NUMBERED FOR USE BY BANKERS.
Bound in 1893, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

AGENTS FOR THE CHINA MAIL

LONDON.—E. ALGAR, 11 & 12, Old Broad Street, E.C. 4. GEORGE STREET & Co., 30, Cornhill, E.C. 4. GORDON & GORDON, Ludgate Circus, E.C. 4. HENDY & Co., 37, Watlington, E.C. 4. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street, W. M. WILLS, 151, Cannon Street, E.C. 4. ROBERT WATSON, 150, Fleet Street.

PARIS AND EUROPE.—MAYENCE, FAYE & Co., 18, Rue de la Grange Batelière.

NEW YORK.—J. STEWART HAPPER, THE CHINESE EVANGELIST OFFICE, 52, West 22d Street.

SAN FRANCISCO AND AMERICAN PORTS generally.—BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORDON, Melbourne and Sydney.

CEYLON.—W. M. SMITH & Co., THE APOTHECARIES Co., Colombo.

SINGAPORE, STRAITS, &c.—KELLY & WAUGH, Ltd., Singapore.

HONG KONG.—MUNDO, A. A. DA CRUZ, Amoy, N. MOORE & Co., Ltd., Fochow, HONG KONG & Co., Shanghai, LAKE, CHAWFORD & Co., Kowloon, KELLY & WAUGH, Yokohama, LAKE, CHAWFORD & Co., and KELLY & Co.

Banks.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rates may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
T. JACKSON,
Chief Manager.

Hongkong, August 1, 1895.

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL.....\$1,000,000.
SUBSCRIBED CAPITAL.....\$500,000.

HEAD OFFICE—HONGKONG.

Court of Directors.
D. GILLIES, Esq., H. STOLTERFOHT, Esq., CHAN KEE SHAN, Esq., TUNG SHANG, Esq., KWAN HUI CHUEN, Esq., GEO. W. F. PLAYFAIR, Esq.

Interest for 12 months Fixed 5 %
Hongkong, October 23, 1894.

THE MERCHANTS BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....\$1,500,000.
SUBSCRIBED.....\$1,250,000.
PAID-UP.....\$2,500,000.

BANKERS.

LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at the rate of 2 % per annum on the Daily Balance.

ON NEW FIXED DEPOSITS:—
For 12 Months.....4 %
For 6 Months.....3½ %
For 3 Months.....3 %
Deposits Returned on Old Terms.

J. W. R. TAYLOR,
Manager, Hongkong.

Hongkong, December 18, 1895.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP.....\$800,000.
RESERVE FUND.....\$800,000.
RESERVE FUND.....\$325,000.

INTEREST allowed on Current Accounts at the rate of 2 % per annum on the Daily Balances.

On Fixed Deposits for 12 months 4 %
" " 6 " 3½ %
" " 3 " 3 %
Deposits Returned on Old Terms.

T. H. WHITEHEAD,
Manager.

Hongkong, September 16, 1895.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000.
RESERVE FUND.....\$6,750,000.
RESERVE LIABILITY OF.....\$10,000,000.

COURT OF DIRECTORS:—

A. MCCONNELL, Esq.—Chairman.
S. O. MICHAELSON, Esq.—Deputy Chairman.
H. J. J. BELL-IRVING, Esq., J. KRUGER, Esq., G. B. DODD, Esq., D. R. SAMPSON, Esq., M. D. ESKIN, Esq., R. SHAW, Esq., R. M. GRAY, Esq., N. A. SIEBS, Esq.

CHIEF MANAGER:—

Hongkong: T. JACKSON, Esq.
MANAGER:—
Shanghai: J. P. WADSWORTH, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING CO., LD.

HONGKONG—INTEREST ALLOWED.

On Current Accounts at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months 3½ %
" 6 " 4 %
" 12 " 4½ %

T. JACKSON,
Chief Manager.

Hongkong, February 15, 1896.

SIEN TING.

Surgeon-Dentist,
No. 10, D'ARQUE STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, April 8, 1896.

Business Notices.

PIANO DEPARTMENT.

CHALLENGE'S "SPECIAL MODEL."

L. O. & Co. desire to draw attention to their "Special Model" Challenge Pianos, which, for stability of construction and excellent quality of Workmanship, combined with Moderate Prices, are unequalled in the world.

These models have done excellent service as Deck instruments on board the Canadian Pacific Co.'s Steamers and in the Saloons of many other Passenger Steamers. They are also in use at the Peak, and, without exception, have given complete satisfaction.

The price catalogued in England is 47 Guineas, and we are offering them at the following prices:—

7 OCTAVES, COMPLETE IRON FRAME, SO'ID CASES, \$425.

7 Do. Do. SMALLER MODEL, \$375.

5 Do. Do. SNUGGERY MODEL, \$200.

All Subject to a Discount of 5 % for Cash.

A 2-years' guarantee given with each.

We also wish to draw attention to our "HIRE-PURCHASE SYSTEM." Pianos can be had at \$15 per month, including Tuning.

Lane, Crawford & Co.

777

W. POWELL & Co.

NEW STOCK OF

TRAVELLING TRUNKS.

BAGS, HOLD-ALLS, &c., &c.

TRAVELLING RUGS, CHAIRS, &c., &c.

W. POWELL & Co.

Hongkong, March 23, 1896.

THRIFTS ENAMEL COMPOSITION,

FOR IRON WORK, SHIP'S HOLDS, BEAMS, BUNKERS, &c.

ITS ADVANTAGES ARE:—

HAS good covering powers.
One coat is sufficient.
Applied as ordinary paint and dries in a few minutes.
Preserves steel or iron from corrosion and withstands gaseous and atmospheric influences.
Invaluable for lower holds and bunkers.
Presents a highly polished surface of a bright red colour.

Sole Agents for China and Japan,

WATTS & Co.

1767

GREEN ISLAND CEMENT CO., Ltd.

FIRE-CLAY WORKS, DEEP WATER BAY, HONGKONG.

CEMENT FACTORY, GREEN ISLAND, MACAO.

PORTLAND CEMENT,

GLAZED STONEWARE DRAIN PIPES AND FITTINGS, GLAZED FACING BRICKS AND TILES, FIRE BRICKS AND FIRE CLAY, &c., &c.

For Prices and further particulars, apply to W. C. General Managers.

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Business Notices.

BELL'S ASBESTOS EASTERN AGENCY,

LIMITED,

HONGKONG HOTEL—PRAYA.

Sole Eastern Agents for:
Snowdon, Sons & Co., 'Snowdrift' Manufactures. Gelpia Pat. Improved Steam Trops. Sphincter Grip Armoured Hose. Tinton Bros. & Mathews, Steel File & Spring Manufacturers. The New Wire Rope Works, Ltd. The Aluminium & General Foundry Co.

BELL'S ASBESTOS NON-CONDUCTING BOILER COVERING COMPOSITION is unequalled in the East for efficiency as a self-adhesive and non-conducting medium.

PACKINGS AND JOINTINGS of every description kept in Stock.

FIRST-CLASS ENGINE AND CYLINDER OILS.

ESTIMATES given for COVERING BOILERS and STEAM-PIPES.

W. JACKSON, Manager.

740

WORTH NOTING!!!

To Close Consignment, WATKINS & Co.

ARE OFFERING AT 30 CENTS PER BOTTLE,

SUFFICIENT TO MAKE TEN GALLONS.

PROFESSOR TUSON'S

DISINFECTANT.

BEECHAM'S PILLS

A WONDERFUL MEDICINE.
BEECHAM'S PILLS
are universally admitted to be
Worth a Guinea a Box.
FOR BILIOUS AND NERVOUS
DISORDERS.
Sick Headache, Loss of Appetite,
Scurvy and Blotches on the Skin,
Disturbed Sleep, &c.
For females of all ages they are invaluable.
Prepared only by the Proprietor,
THOMAS BEECHAM,
St. Helen's, ENGLAND.
The 1/14th boxes contain 50 Pills.
Price, 50 Cents a Box.
Sole Agents for Hongkong and the Empire
of China:—Messrs. WATKINS & Co., Apothecaries
Hall, 66, Queen's Road, Hongkong.

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates
for NINGPO, CHEFOO, NEW
CHANG, TIENTSIN, HANKOW
and other ports on the YANGTZE).

The Co.'s Steamship
"Tientsin," Captain PERCY, will be
despatched as above on
MONDAY, the 20th instant, at Noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, April 18, 1896. 802

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship
"Tientsin," Captain PERCY, will be
despatched as above on
MONDAY, the 20th instant, at 4 p.m.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, April 18, 1896. 732

FOR YOKOHAMA AND KOBE.

The Steamship
"Tientsin," Captain PERCY, will be
despatched as above on
MONDAY, the 20th instant, at 4 p.m.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, April 18, 1896. 732

FOR SHANGHAI.

The Steamship
"Tientsin," Captain PERCY, will be
despatched as above on
MONDAY, the 20th instant, at 4 p.m.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, April 18, 1896. 732

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

The Steamship
"Tientsin," Captain PERCY, will be
despatched as above on
MONDAY, the 20th instant, at 4 p.m.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, April 18, 1896. 732

FOR CHEFOO AND TIENTSIN.

The Steamship
"Tientsin," Captain PERCY, will be
despatched as above on
MONDAY, the 20th instant, at 4 p.m.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, April 18, 1896. 732

KELLY & WALSH, LTD.

OUT-DOOR & IN-DOOR GAMES.

TENNIS BATS.—The De-
mon—The Special Demon—Sal-
vador Black Gut Bats and a re-
markably cheap serviceable Japanese-
made Racquet—Price, \$4.00.

TENNIS NETS AND POLES AND MEASURING
TAPES.
REGULATION TENNIS BALLS.
TENNIS SHOES.
SETS OF CROQUET.
ASSOCIATION FOOT BALLS.
INDIAN CLOVES AND DUMMIES.
SCOTT'S—A very exciting RACE GAME.
SETS OF BEZIQUE.
THE GAME OF HALMA.
CHESS SETS AND DRAWINGS.
DOMINOES.
SQUIGGLE PLAYING CARDS.
FOSTER'S WHIST CARDS.
WHIST AND BEZIQUE MARKERS.
CHESSBOARDS.
POKER CHIPS AND CARD COUNTERS.

FROM HAMBURG, PENANG AND
SINGAPORE.

The S.S. "Erato," Capt. T. OSTERMANN,
having arrived from the above Ports,
Consignees of Cargo are hereby requested to
send in their Bills of Lading for counter-
signature by the Underwriter, and to take
immediate delivery of their Goods from
the warehouse.

Optional Cargo will be forwarded unless
notice to the contrary be given before
5 p.m. To-day.

All Cargo impeding their discharge will
be landed into the Godowns of the Hon-
kong & Kowloon Wharf & Godown Co., Ltd.,
and stored at Consignees' risk and expense.
No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining undelivered after the 24th inst.
will be subject to suit.

All broken, chafed, and damaged Goods
are to be left in the Godowns, where they
will be examined on the 24th inst., at 3 p.m.
No Fire Insurance has been effected.

SLEMSSEN & Co.,
Agents.

Hongkong, April 18, 1896. 802

To-day's Advertisements.

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

No. 2 of 1896.

In the Matter of TAM YUK SHAN
lately carrying on Business at No. 7,
Gough Street, as 'TAM I WO,'
Contractor.

NOTICE is hereby given that a Receiv-
ing Order dated the 2nd day of April
1896, has been made in respect of the
Estate of TAM YUK SHAN, lately carry-
ing on Business at No. 7, Gough Street,
Victoria, Hongkong.

And Notice is hereby further given that
FRIDAY, the 24th day of April, 1896,
at 12 o'clock Noon precisely, has been
fixed for the First General MEETING
of CREDITORS to be held at the Official
Receiver's Office, Queen's Road Central,
Victoria, aforesaid.

No Creditor can vote unless he previously
proves his Debt.

Forms of Proof and Proxy can be obtained
at the Office of the Official Receiver,
daring Office hours.

At the First General Meeting the Credit-
ors will be asked to consider whether
the Debtor shall be adjudged Bankrupt
or whether they the Creditors, will obtain
a proposal for a Composition or
Scheme of Arrangement.

ARATHOON SETH,
Official Receiver's Office,
Hongkong, 18th April, 1896. 824

PUBLIC AUCTION

OF

VALUABLE SHANGHAI

MADE FURNITURE,

COTTAGE PIANO, &c.

THE Undersigned has received instruc-
tions to Sell by Public Auction, on
FRIDAY,
the 24th April, 1896, commencing at 2.30
p.m. at No. 2, Castle Road, the Residence
of A. G. EDELL, Esq.,—

THE WHOLE OF THE
VALUABLE HOUSEHOLD
FURNITURE,
mostly Shanghai made,
comprising—

DRAWING-ROOM SUITE IN TAPESTRY and
PLUSH, OVERMANTLES, CANTON BLACKWOOD
TABLE, JARDINIERE, &c., CENTRE and
TALL TABLES, CROCK, ORNAMENTS, TIENTSIN
CARPET, HOOK, CUSHIONS, BRASS-FRAMES,
STAIR CARPETING, &c.

OUTSIDE PIANO by ROSEKATZ in VERY
GOOD CONDITION, TEAK NEEDLEBOARD with
PLATE-GLASS BACK EXTENSION, DINING
TABLE, DINING WAGON, MONACO COVING
TO DINING-ROOM SUITE, DICKER and DIS-
HNEY SERVICES, ELECTRO-PLATE and GLASS-
WARE, CUTLERY, PANTRY REQUISITES.

TWO SINGLE IRON and BRASS MOUNTED
BEDSTEADS and SPRING MATTRESSES, MAR-
BLE-TOP WASHSTAND, DRESSING TABLE
and GLASSES, CREST of DRAWERS, WARD-
ROBE, PLAIN and GLASS DOORS, MEDICINE
CABINET, BARROOM REQUISITES, COOKING
RANGE.

ONE RICKSHA in GOOD CONDITION, with
INDIA RUBBER TYRES.

Parts of Suits and a CUPBOARD.

GEO. P. LAMBERT,
Auctioneer.

Hongkong, April 18, 1896. 827

SHIPPING.

ARRIVALS.

April 17.—

Belgic, British steamer, 2,605, J. H.
Rivier, R.N.R., San Francisco via Hon-
olulu March 21, and Nagasaki April 14, Mails
and General.—O. & S. S. Co.

Bulwer, British steamer, 1,301, E. Par-
gular, Saigon April 14, Rice.—Gins,
LIVINGSTON & Co.

April 18.—

Deutchland, British steamer, 1,057, F.
W. Joslin, Kobe-shang April 12, General.
—Yuen Fat Hong.

Rennet, British steamer, 2,046, E. Street,
Bombay April 1, and Singapore 13, Mails
and General.—P. & O. S. S. Co.

Caution, British steamer, 1,110, T. H.
Sellar, Shanghai April 14, noon, and Swatow
14, 2.30 p.m., General.—JARDINE,
MATTHEWS & Co.

Erato, German str., 2,837, T. Ostermann,
Hamburg, and Singapore April 12, General.
—SLEMSSEN & Co.

Shanghai, British steamer, 2,163, John
Cowie, R.N.R., Yokohama April 3, and
Shanghai 10, General.—P. & O. S. S. Co.

Melton, German str., 995, J. Bruhn,
Saigon April 13, Rice.—Nam Woo.

Tientsin, British steamer, 1,555, Purdy,
London and Singapore April 12, General.
—BUTTERFIELD & SWIRE.

Chusan, German steamer, 625, Andersen,
Pakhoi April 16, and Hoihow 17, General.
—Yuen Lee & Co.

Taiyuan, British steamer, 1,450, R. Nel-
son, Melbourne via Peking March 18, Coal.
—BUTTERFIELD & SWIRE.

DEPARTURES.

April 18.—

Ceylon, for Shanghai.

Cosmopolite, for Canton.

Carmarthenshire, for Saigon.

Urano, for Timor and Sydney.

Yenosa, for Swatow.

Arrival of Agents, for Singapore & Calcutta.

Archives, for Amoy.

Eggon, for Shanghai.

Whampoa, for Chefoo.

Futun, for Canton.

CLEARED.

Haitong, for Amoy.

China, for Saigon.

Hiroshima Maru, for Kobe.

Denimaru, for Kutchinow.

Ask, for Huihow.

PASSENGERS.

ARRIVED.

Per Belgic, from San Francisco, &c., Mr.
O. Winson and wife, and 115 Chinese.

Per Bulwer, from Saigon, 12 Chinese.

Per Deutchland, from Kobe-shang, 108
Chinese.

Per Caution, for Hongkong; from Lon-
don, Mr. Henry Birkin, Mrs. Stapan, Mr.
O. E. Piers, F. Smith, Miss Gertrude
Walker, Mrs. A. G. How, Owen Ordish,
from Brindisi, Messrs. Harvey, Simpson, F.
S. Gay and Harry, from Aden, 4 Chinese;
from Bombay, Mr. J. H. Ady, from Calcutta,
Messrs. Gant, and Peli, from Penang,
Messrs. H. H. F. and J. H. F.

Per Erato, from San Francisco, &c., Mr.
O. Winson and wife, and 115 Chinese.

Per Shanghai, from Yokohama, Mr. J. H.
Ady, from Calcutta, Messrs. Gant, and Peli,
from Penang, Messrs. H. H. F. and J. H. F.

Per Tientsin, from London, Mr. J. H.
Ady, from Calcutta, Messrs. Gant, and Peli,
from Penang, Messrs. H. H. F. and J. H. F.

Per Chusan, from Hamburg, Mr. J. H.
Ady, from Calcutta, Messrs. Gant, and Peli,
from Penang, Messrs. H. H. F. and J. H. F.

Per Taiyuan, from Melbourne, Mr. J. H.
Ady, from Calcutta, Messrs. Gant, and Peli,
from Penang, Messrs. H. H. F. and J. H. F.

Per Melton, from Saigon, Mr. J. H.
Ady, from Calcutta, Messrs. Gant, and Peli,
from Penang, Messrs. H. H. F. and J. H. F.

Per Yenosa, from Swatow, Mr. J. H.
Ady, from Calcutta, Messrs. Gant, and Peli,
from Penang, Messrs. H. H. F. and J. H. F.

Per Urano, from Timor and Sydney, Mr. J. H.
Ady, from Calcutta, Messrs. Gant, and Peli,
from Penang, Messrs. H. H. F. and J. H. F.

Per Carmarthenshire, for Saigon, Mr. J. H.
Ady, from Calcutta, Messrs. Gant, and Peli,
from Penang, Messrs. H. H. F. and J. H. F.

Per Cosmopolite, for Canton, Mr. J. H.
Ady, from Calcutta, Messrs. Gant, and Peli,
from Penang, Messrs. H. H. F. and J. H. F.

Per Ceylon, for Shanghai, Mr. J. H.
Ady, from Calcutta, Messrs. Gant, and Peli,
from Penang, Messrs. H. H. F. and J. H. F.

Per Archives, for Amoy, Mr. J. H.
Ady, from Calcutta, Messrs. Gant, and Peli,
from Penang, Messrs. H. H. F. and J. H. F.

Per Eggon, for Shanghai, Mr. J. H.
Ady, from Calcutta, Messrs. Gant, and Peli,
from Penang, Messrs. H. H. F. and J. H. F.

Per Whampoa, for Chefoo, Mr. J. H.
Ady, from Calcutta, Messrs. Gant, and Peli,
from Penang, Messrs. H. H. F. and J. H. F.

Per Futun, for Canton, Mr. J. H.
Ady, from Calcutta, Messrs. Gant, and Peli,
from Penang, Messrs. H. H. F. and J. H. F.

Per Yenosa, from Swatow, Mr. J. H.
Ady, from Calcutta, Messrs. Gant, and Peli,
from Penang, Messrs. H. H. F. and J. H. F.

Per Urano, from Timor and Sydney, Mr. J. H.
Ady, from Calcutta, Messrs. Gant, and Peli,
from Penang, Messrs. H. H. F. and J. H. F.

Vessels Advertised as Loading.

Destinations.

Vessels.

Agents.

Date of Leaving.

Amoy and Tamsui. Haitong (s). Douglas Laprak & Co. April 19 daylight.

Australian Ports. Jangshua (s). Battefield & Swire. April 24, at 3 p.m.

Br-m-u & Port o' C. China (s). Battefield & Swire. April 28, at 9 a.m.

Chifoo and Tamsui. Jangshua (s). Battefield & Swire. April 28, at 5 p.m.

Japan. Jangshua (s). Battefield & Swire. April 29, daylight.

Kobe and Yokohama. Jangshua (s). Battefield & Swire. April 29, at 4 p.m.

London v. Swatow. Jangshua (s). Battefield & Swire. April 29, at 4 p.m.

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London v.

Notices to Consignees.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND SINGAPORE.

THE Company's Steamship *Hyson* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Kowloon, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 27th Instant, or the Goods will be re-landed at their risk into the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Kowloon, whence delivery may be obtained. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 27th Instant will be subject to rent. Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.

Hongkong, April 17, 1896. 814

STEAMSHIP SYDNEY.

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London or Steamship *Oriental*, and from Bordeaux or Steamship *Ville de Dunkerque*, in connection with the above Steamers, are hereby informed that their Goods are being landed and stored at their risk into the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on, unless intimation is received from the Consignees before Noon To-day (Tuesday), the 14th Inst., requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after Tuesday, the 21st Instant, at Noon, will be subject to rent, and landing charges. All Claims must be sent in to me on or before Tuesday, the 21st Instant, or they will not be recognized. All Damaged Packages will be examined on Tuesday, the 21st Instant, at 3 p.m. No Fire Insurance has been effected.

C. TOURNIAIRE, Acting Agent.

Hongkong, April 14, 1896. 791

PINILLOS LINE OF STEAMERS.

FROM LIVERPOOL, ANTWERP, ROTTERDAM, SANTANDER, CADIZ, AND MANILA.

THE Steamship *Pio IX* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., at Kowloon, whence delivery may be obtained. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st Instant will be subject to rent. Consignees are requested to present all Claims for damages and/or shortages not later than the 23rd Instant, otherwise they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st Inst., at 11 a.m. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, April 14, 1896. 796

RICKMERS REGULAR LINE OF STEAMERS.

FROM MIDDLESBRO, HAMBURG, ANTWERP AND SINGAPORE.

THE Company's S.S. *Deine Rickmers* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., at Kowloon, whence delivery may be obtained. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st Instant will be subject to rent. Consignees are requested to present all Claims for damages and/or shortages not later than the 24th Inst., otherwise they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st Inst., at 11 a.m. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, April 15, 1896. 798

GLEN LINE OF STEAM PACKETS.

FROM NEW YORK & STRAITS.

THE Steamship *Glenline* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., at Kowloon, whence delivery may be obtained. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st Instant will be subject to rent. Consignees are requested to present all Claims for damages and/or shortages not later than the 24th Inst., otherwise they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st Inst., at 11 a.m. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, April 15, 1896. 797

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour—

LOUIS, American ship, Captain J. E. Ballard. Captain—Shewan & Co.

QUEEN ELIZABETH, British ship, Captain C. E. Fulton—Shewan & Co.

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

The Co.'s Steamship *Hailong*, Captain DAVIS, will be despatched for the above Ports TO-MORROW, the 19th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, April 18, 1896. 805

FOR KOBE AND YOKOHAMA.

The Steamship *Hirokawa Maru*, Capt. C. O. ANDERSEN, will be despatched as above at Daylight TO-MORROW, the 19th Instant.

For Freight, apply to NIPPON YUSEN KAISHA.

Hongkong, April 18, 1896. 813

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Prism*, Capt. C. JACKSON, will be despatched as above on SUNDAY, the 19th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, April 6, 1896. 732

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Co.'s Steamship *Yuenang*, Capt. W. WARDLAW, will be despatched as above on MONDAY, 20th Instant, at 5 p.m. This Steamer has superior Accommodation for First-class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, April 15, 1896. 808

SHELL LINE OF STEAMERS.

FOR HAVRE AND LONDON.

The Co.'s Steamship *Turbo*, Capt. J. MOSES, will be despatched as above on MONDAY, the 20th Instant.

For Freight, apply to AENHOLD, KARBURG & Co., Agents.

Hongkong, April 10, 1896. 633

FOR SINGAPORE, HAVRE AND HAMBURG.

(Calling at NAPLES for landing Passengers of sufficient inducement offers).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, OPORTO, LIVERPOOL AND BREMEN.)

The Steamship *Redoubtable*, Capt. DAVIES, R.N.R., will be despatched for the above Port on or about THURSDAY, the 7th May, instead of as previously advertised.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, April 17, 1896. 785

Sailing Vessels.

FOR NEW YORK.

The 3/4 L.L.I. American Barque *Gerard C. Tobey*, Capt. SCHULTZ, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to SIEMSEN & Co., Agents.

Hongkong, April 13, 1896. 782

FOR SAN FRANCISCO.

The L.O.A.I. British Ship *Queen Elizabeth*, Capt. FULTON, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN & Co., Agents.

Hongkong, February 18, 1896. 888

Shipping.

Steamers.

SHELL LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

The Co.'s Steamship *Comet*, Captain PARSLOW, will be despatched as above on or about THURSDAY, the 30th Instant.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, April 17, 1896. 812

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Meneles*, Capt. TOWELL, will be despatched as above on FRIDAY, the 1st May.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, April 17, 1896. 818

GLEN LINE OF STEAM PACKETS.

FOR MARSEILLES AND LONDON.

The Steamship *Gle-diel*, Captain JONES, will be despatched as above on or about FRIDAY, the 1st May.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, April 16, 1896. 800

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

The Co.'s Steamship *Chingtau*, Capt. INNES, will be despatched on MONDAY, the 4th May, at 3 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A fully-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, April 17, 1896. 819

SHIRE LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship *Redoubtable*, Capt. DAVIES, R.N.R., will be despatched for the above Port on or about THURSDAY, the 7th May, instead of as previously advertised.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, April 17, 1896. 785

To Let.

TO LET.

DWELLING HOUSES—HOUSE IN RYON TERRACE. 'TO-CULTIV' MAGAZINE GARDEN. FIRST FLOOR OF NO. 4, BLUE BUILDINGS. No. 4, KNOTSFORD TERRACE, KOWLOON.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, April 1, 1896. 233

To Let.

TO LET.

No. 3, WEST VILLAS. Apply to G. C. ANDERSON.

Hongkong, December 4, 1895. 2264

Insurances.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1894, £11,071,018 2s. 3d.

Authorized Capital, £3,000,000.00. Paid up Capital, £2,700,000.00. Fire Fund, £2,410,927.3. Revenue Fire Branch, £1,646,856.18.7.

HAVING been appointed Agents of the above Company we are prepared to accept EUROPEAN AND CHINESE RISKS at Current Rates.

SHEWAN & Co., Agents.

13 July, 1895. 1300

Insurances.

THE Undersigned, having been appointed Agent of the above Society in Hongkong, is prepared to issue Policies against FIRE on the usual terms.

HARRY WICKING, Agent.

Mails.

Mails.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *PESHAWUR*, Captain F. J. COLE, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 23rd April, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the Steamship *CARTHAGE*, leaving that port on the 16th MAY, for LONDON Direct).

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, April 9, 1896. 769

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG.

PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, HALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Stelton..... Tuesday April 28.

Karlshöhe..... Tuesday May 26.

Prinz Heinrich..... Tuesday June 23.

Prussen..... Tuesday July 21.

Niederrhein..... Tuesday August 18.

Karlshöhe..... Tuesday September 15.

Prinz Heinrich..... Tuesday October 13.

Prussen..... Tuesday November 10.

ON TUESDAY, the 23rd day of April, 1896, at 9 a.m., the Company's S.S. *SACHTSEN*, Captain H. STRUM, with MAILES, PASSENGERS, FREIGHT, and CARGO, will leave this port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 25th Instant, Cargo and parcels will be received on board until 5 p.m., on MONDAY, the 27th Instant, and parcels will be received (at the Agency's Office) until Noon, on MONDAY, the 27th Instant. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in measure.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board. For further Particulars, apply to MELOERS & Co., Agents.

Hongkong, April 4, 1896. 718

NOTICE.

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE AND BORDEAUX.

ALSO PORTS OF BRAZIL & RIVER PLATE.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Parcels will be received on board until 4 p.m., on MONDAY, the 27th April, and parcels will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, PRINCE STREET.

J. S. VAN BUREN, Agent.

Mails.

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belge (via Nagasaki, Kobe, Inland Sea and Yokohama)..... SATURDAY, April 25, at noon.

Coptic (via Nagasaki, Kobe, Inland Sea and Yokohama)..... WEDNESDAY, May 13, at noon.

Gaelic (via Nagasaki, Kobe, Inland Sea and Yokohama)..... SATURDAY, May 30, at noon.

THE Steamship *Belgio* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SATURDAY, the 25th April, at Noon, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight and Passage, apply to the Agency of the Company, No. 7, PRINCE STREET.

J. S. VAN BUREN, Agent.

Hongkong, April 8, 1896. 745

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Peru (via Nagasaki, Kobe, Inland Sea and Yokohama)..... SUNDAY, May 3, at daylight.

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea and Yokohama)..... THURSDAY, May 21, at noon.

City of Peking (via Nagasaki, Kobe, Inland Sea and Yokohama)..... SUNDAY, June 7, at daylight.

THE U. S. Mail Steamship *PERU* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SUNDAY, the 3rd May, at Daylight, making connections and Freight to Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passages Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the choice of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Parcels will be received on board until 4 p.m., on MONDAY, the 27th April, and parcels will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked A, and those in the body of the Harbour or midway between each shore are marked B, in conjunction with the figures denoting the sections.

Vessel's Name.	Flag.	Reg.	Tons.	Date of Arrival.	Discharge or Agents.	Remarks.
Steamers.						
Afghan	Brit.	str.	1438	Mar. 28	Dodwell, Carill & Co.	
Alderley	Brit.	str.	1956	April 14	Chinese	
Anor Head	Brit.	str.	1236	April 16	Bradley & Co.	
Ask	Brit.	str.	591	April 17	A. R. May	
Azamor	Brit.	str.	2951	April 17	Bradley & Co.	
Beagle	Brit.	str.	2393	April 10	O. S. S. Co.	
Benhar	Brit.	str.	1610	April 18	Gibb, Livingston & Co.	
Benliff	Brit.	str.	1491	April 17	Gibb, Livingston & Co.	
Bennett	Brit.	str.	1336	April 7	Gibb, Livingston & Co.	
Bonington	Brit.	str.	1331	Jan. 11	Dodwell, Carill & Co.	
Captain	Brit.	str.	1223	April 14	Dodwell, Carill & Co.	
China	Brit.	str.	1240	April 13	Stimson & Co.	
Darius	Brit.	str.	2130	April 16	Dodwell, Carill & Co.	
Doravongse	Brit.	str.	1057	April 18	Yuen Fat Hong	
Doravongse	Brit.	str.	1015	April 7	Chinese	
Draco	Brit.	str.	2837	April 18	Stimson & Co.	
Ezo	Brit.	str.	1318	April 12	Chinese	
Federation	Brit.	str.	1319	April 17	Wegner & Co.	
Gloucester City	Brit.	str.	1416	April 17	Douglas Steamship Co.	
Hailong	Brit.	str.	750	April 17	A. R. May	
Hailong	Brit.	str.	1636	April 18	Jardine, Matheson & Co.	
Hirahama Maru	Brit.	str.	2031	April 16	Nippon Yusen Kaisha	
Holstein	Brit.	str.	1113	April 10	Stimson & Co.	
Independent	Brit.	str.	871	April 14	Bradley & Co.	
Loe Sok	Brit.	str.	349	April 16	Dodwell, Carill & Co.	
Michael Johnson	Brit.	str.	710	April 13	Stimson & Co.	
Nanyang	Brit.	str.	1059	April 17	Stimson & Co.	
Ono	Brit.	str.	1311	April 9	Gibb, Livingston & Co.	
Pio IX	Brit.	str.	2553	April 14	Jardine, Matheson & Co.	
Ravena	Brit.	str.	2146	April 18	P. & O. S. N. Co.	
Shanghai	Brit.	str.	2143	April 18	P. & O. S. N. Co.	
Shanghai	Brit.	str.	815	April 17	Bradley & Co.	
Shanghai	Brit.	str.	914	April 17	Bradley & Co.	
Shanghai	Brit.	str.	994	April 17	Bradley & Co.	
Shanghai	Brit.	str.	630	April 16	Stimson & Co.	
Shanghai	Brit.	str.	802	April 10	Yuen Fat Hong	
Shanghai	Brit.	str.	1565	April 18	Stimson & Co.	
Shanghai	Brit.	str.	1814	April 14	Stimson & Co.	
Shanghai	Brit.	str.	1150	April 16	Jardine, Matheson & Co.	
Sailing Vessels.						
Colorado	Amer. bgo.	1038	Mar. 24	Captain		
Emerald	Brit. bgo.	183	Mar. 24	Captain		
Forbes	Brit. bgo.	1474	April 21	Captain		
Glen Ouladh	Brit. bgo.	461	April 13	Captain		
Lacie	Amer. bgo.	1330	Mar. 24	Captain		
Queen Elizabeth	Brit. bgo.	170	Mar. 24	Captain		
Ratier	Amer. bgo.	748	Mar. 24	Captain		
Santa Anna	Brit. bgo.	646	Mar. 24	Captain		
Tam O'Shanter	Amer. bgo.	1522	Feb. 17	Captain		
Velocity	Brit. bgo.	1854	April 7	Captain		
Wandering Jew	Brit. bgo.	1650	Sept. 17	Captain		

Her Britannic Majesty's Ships on the China Station.

Name.	Reg.	Tons.	Guns.	L.H.P.	Captain.	Where at.
Zeolus	Brit. str.	3600	21	7000	Captain Robert L. Grosvenor	Singapore
Albatross	Brit. str.	1720	12	3130	Commander F. G. De Lisle	Amoy
Archer	Brit. str.	1270	16	2200	Comd. C. E. Kingsmill	K'loon Dock
Centurion	Brit. str.	10,500	41	15,000	Captain Spence	K'loon Dock
Dolphin	Brit. str.	1140	16	1400	Commander A. O. Galloway	Shanghai
Edgar	Brit. str.	7360	16	10,000	Capt. William H. Henderson	Yokohama
Exe	Brit. str.	343	9	340	Comd. H. P. Barton	Hankow
Firebrand	Brit. str.	465	6	400	Lieut.-Com. Vernon Maud	Hankow
Hummer	Brit. str.	810	8	810	Commander R. W. Wiley	Yokohama
Imperialist	Brit. str.	5600	24	8500	Captain Edward Onychester	Hankow
Lionel	Brit. str.	768	8	1150	Commander R. O. Sparks	Tientsin
Neptune	Brit. str.	6100	34	8,000	Captain H. B. Lang	Korea
Panther	Brit. str.	760	12	1200	Lieut.-Com. H. J. D. Linton	Singapore
Pigmy	Brit. str.	3900	21	7000	Lieut.-Com. Henry Adair	Hankow
Pique	Brit. str.	750	10	1200	Capt. Henry C. Bagge	Yokohama
Plover	Brit. str.	1770	16	2200	Lieut. Spence	Hankow
Porpoise	Brit. str.	3600	21	7000	Commander W. C. C. Forsyth	Nagasaki
Rainbow	Brit. str.	710	10	1200	Lieut.-Com. Hugh Cotesworth	Nagasaki
Recluse	Brit. str.	805	10	1200	Lieut.-Com. H. H. Grafton	Nagasaki
Spartan	Brit. str.	3500	21	7000	Captain Alfred L. Winslow	Shanghai
Swift	Brit. str.	750	8	1010	Commander R. K. McAlpine	Yokohama
Tamar	Brit. str.	2047	16	2200	Captain John S. Hallifax	Yokohama
Tweed	Brit. str.	5900	34	8500	Commander R. K. McAlpine	Yokohama
Undaunted	Brit. str.	5137	21	7000	Commander R. K. McAlpine	Yokohama
Victor Emmanuel	Brit. str.	2750	12	1450	Commander R. K. McAlpine	Yokohama
Wivron	Brit. str.	2750	12	1450	Commander R. K. McAlpine	Yokohama

Torpedo Boats in Reserve Nos. 8, 20, 35, 36, 37 and 38, first class; and 39 second class boats.

* Flagship of Vice-Admiral Buller, C.B.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Reg.	Tons.	Guns.	L.H.P.	Captain.	Where at.
Admiral Korniloff	Russian cruiser	4950	32	6300	Captain Elchevich	Kobe
Admiral Nakhimov	Russian flag ship	7781	32	9500	Captain Kachurich	Nagasaki
Albatross	Austrian gunboat	650	5	—	—	in route
Albatross	Russian gunboat	810	2	730	Captain Parano	Vladivostok
Albatross	French cruiser	4330	30	8000	Captain Boutet	Korea
Albatross	German cruiser	2370	18	2400	Captain A. Sarnow	Nagasaki
Albatross	French gunboat	413	4	450	Commander Journet	Amoy
Albatross	German cruiser	6013	24	4400	Commander Perin	Yokohama
Albatross	Portuguese gunboat	1350	14	1000	Captain Ternet	Yokohama
Albatross	Russian sloop	462	5	400	Lt. Pedro de Azevedo Coutinho	Timor
Albatross	U. S. cruiser	950	13	1150	Captain Enkvik	Fusan
Albatross	Spanish cruiser	3290	22	4400	Capt. Enrique Sanlola	Nagasaki
Albatross	U. S. cruiser	4040	22	6500	Capt. Coffin	Nagasaki
Albatross	French gunboat	493	4	500	Capt. Maun	Shanghai
Albatross	Russian cruiser	2000	18	6300	Commander John Stark Nowell	Shanghai
Albatross	Russian cruiser	6000	10	7500	Captain Withoff	Singapore
Albatross	Spanish cruiser	1200	4	—	Capt. Duolo	Manila
Albatross	Spanish cruiser	1180	14	1500	Commander R. P. de Bonare	Manila
Albatross	French cruiser	3535	19	4300	Captain Bayle	Saigon
Albatross	French cruiser	2350	23	2750	Captain Delort	Nagasaki
Albatross	Russian gunboat	1200	9	3500	—	Kobe
Albatross	Spanish gunboat	1490	12	1330	Capt. Ramon Roehuet Prejillo	Shanghai
Albatross	Russian gunboat	1490	12	1330	Capt. Bouchard	Shanghai
Albatross	German gunboat	1490	12	1330	Capt. Lieut. Braun	Shanghai
Albatross	Russian ironclad	8600	32	8000	Capt. Fueskosham	Nagasaki
Albatross	German cruiser	4400	22	8000	Capt. von Drosky	Nagasaki
Albatross	French cruiser	4380	22	8000	Captain Rivet	Nagasaki
Albatross	Russian flag ship	7677	32	9500	Captain Jasechko	Nagasaki
Albatross	Russian sloop	5208	9	2150	Capt. Lindstedt	Nagasaki
Albatross	German cruiser	1640	9	2300	Capt. Brinkmann	Nagasaki
Albatross	Russian sloop	1230	13	1200	Capt. Bukomshoff	Nagasaki
Albatross	French gunboat	510	0	500	Lieutenant Ganehet	Saigon
Albatross	U. S. cruiser	1050	16	1600	Commander Houston	Manila
Albatross	Spanish transport	1067	2	1000	Captain Vimgra	Nagasaki
Albatross	Russian sloop	1200	9	1450	Commander Fodapolek	Nagasaki
Albatross	U. S. flag ship	1270	16	2200	Capt. Rindge	Nagasaki
Albatross	Russian gunboat	1490	12	1330	Captain J. Read	Nagasaki
Albatross	Russian gunboat	1490	12	1330	Captain Baran	Nagasaki
Albatross	German gunboat	1490	12	1330	Captain Rodionoff	Nagasaki
Albatross	German cruiser	4400	22	8000	Lieut.-Com. von Holtzendorf	Amoy
Albatross	Spanish cruiser	3090	19	4800	Comdr. Jose Warleta	Manila
Albatross	Russian 1st class cruiser	10,950	48	18,000	Captain Krieger	Singapore
Albatross	Russian sloop	550	13	1120	Captain Baranoff	Vladivostok
Albatross	Russian cruiser	2100	14	2100	Captain Baranoff	Vladivostok
Albatross	French cruiser	4650	21	2400	Captain Baranoff	Nagasaki
Albatross	French gunboat	480	4	435	Commander Onostella	Manila
Albatross	U. S. cruiser	1790	16	3650	Commander Stokich	Saigon
Albatross	Russian cruiser	1890	12	1470	Captain Baranoff	Yokohama

TIBBITS FROM EVERYWHERE.

MADE IN ENGLAND.

"The question you ask, 'Who supplies the foreign tribesmen and savages with firearms?' is constantly cropping up," said a Birmingham rifle and gun manufacturer to the writer. "It's well known among us, though, that they're not the leaders, for every tribe has a few surplus traders. I won't say, but I can tell you this, there are two men here, working gunsmiths, who privately manufacture an immense quantity of rifles, Snider and Winchester patterns, and get rid of 'em as fast as they're made. As for the leaders, there are a handful of ways known to traders of smuggling them into Africa, a few at a time. Why, a trader was over here, two years ago, who owned to me he 'had no scruples in business,' and had 'sold more shotguns' to savages than legitimate articles, and that he 'knew' that they would be used for evil. If they'd made 'em cheap enough," I'm only a question of time, and you'll find the Zulus and Ashantis similarly equipped." *Cassell's Saturday Journal.*

LIFE IN JOHANNESBURG.

A Birmingham correspondent has received from a friend now at Johannesburg a letter, in which he gives an interesting account of the state of affairs in that town just a month ago, and from the following extracts it will be seen that life in Johannesburg is not exactly a bed of roses: "Things here (the writer says) are in a very bad way. There is very little business doing, and there are thousands of workmen walking about the town, which, at the time of writing, is surrounded by armed forces. Everyone leaving the city is searched, and every now and then we hear of respectable women being seized by the law. Ignorant young boys, who many of them are very little better or more civilized than Kaffirs. Of course the Government deny that the burg are doing anything wrong, but I know, of my own knowledge, that many of the tales are true, as I am personally acquainted with some of the people who have been taken to court on charges of treason. I heard a Boer say yesterday that 'If the Government do not shoot the members of the Reform Committee they would do it themselves, and it is well known fact that the Government cannot control the burghers. Life here now is not to be envied, especially for the English men, and never will be till the Boers have had a thorough thrashing. The Boers, too, are having a rough time of it, owing to the part they took at the time of the disturbances, a great number having been discharged from their situations, and bills are passed all over the country, which divide the bread on board—about a fortnight's rations. The wretches with whom he was associated were unworthy his compassion, for already they had determined upon the diabolical scheme of turning out the commander and the sick men of the crew into a small boat, and sailing for the coast, leaving them to their fate. As Hudson came forth from his cabin one morning, a band of these ruffians seized him, and, tying his hands behind him, thrust him into the boat with his son and seven invalided men. A gun, some ammunition, and a little meal were thrown into the boat, which was then set adrift, and left to the winds of heaven and the ice and sea. There was nothing over after the fate of the brave Hudson—as daring a man as any on the roll of Britannia's heroes, the story of the mutiny was told long afterwards by one H. Bakker Prickett, who stated that he never forgot to see Hudson fall, and his life was threatened if he did not hold his peace.—*Heroes of Britain in Peace and War.*

OLD DAILEY EXPERIENCES.

Mr Keith Frith has passed twenty-five years on an advocate at the Old Bailey, and he embodied the result of that experience in a speech which he delivered on Saturday afternoon, under the auspices of the Sunday Lecture Society, in St. George's Hall, on "Convulsions, Crimes and Criminals." He passed in review the history of many notable felons who had come under his notice, and told stories about them of more or less interest, some new and some old. One tale was about a parrot which was stolen from the house of a well-known barrister, now deceased. The thief was caught, but his advocate took objection before the fact, and the bird came under the legal description of a wild, and could not be the subject of larceny. Hearing this objection, the parrot addressed his owner said, "I told you so, you infernal old fool. Why didn't you charge him with stealing the cage? He couldn't have got out of that, Mr. Frith was once recalled by a well-known barrister to defend him. The accused called at his chambers and paid him half his retainer fee, promising him the rest on the following day. The man had not been gone many minutes, however, before he returned and paid up, saying he 'had come across a bit of business in the Strand.' What that business was he did not disclose. Justice also came in for some humorous comments. In one case an Irish juror had been 'got at' to do his best to reduce a charge of murder to a conviction of manslaughter. A verdict accordingly was the result. Thanked effusively by the prisoner's friends, the juror replied, 'I like to be a true as my word. The other eleven were in favour of finding him not guilty, but I insisted upon my being manslaughter.'

PORTABLE STEAM-HAMMERS.

A most useful tool for shipbuilders is the portable steam-hammer for welding up iron and steel. It has always been a most difficult and rather imperfect operation to unite these parts properly by hand-hammers, and they are usually too broad to be accessible to the ordinary fixed steam-hammer. Two large parts of a stern frame have usually to be heated in situ, while placed to other than the position which they are to occupy when welded. They are heated at the parts of the junction in open fires. When brought up to a welding heat the fires have to be withdrawn quickly, and the piece called a "plug" is brought at a welding heat from another fire, and is hammered into the space where the joining takes place. This is usually best done by a heavy sledge-hammer having three or more chisels, and handled by as many men. But by this mode the welding is very unreliable. The hammer is much too light to make a solid weld, and the work is done at a great disadvantage and with harassing labour. The portable steam-hammer has altered all this. It resembles the ordinary smithy steam-hammer, except that, instead of the cylinder being attached to a fixed column, it is carried by a jib, like a crane, can be raised or lowered, swung around, or moved to and fro until it is exactly over the work, and by a few heavy blows it welds it done. It is usually best done by a heavy sledge-hammer having three or more chisels, and handled by as many men. But by this mode the welding is very unreliable. The hammer is much too light to make a solid weld, and the work is done at a great disadvantage and with harassing labour. The portable steam-hammer has altered all this. It resembles the ordinary smithy steam-hammer, except that, instead of the cylinder being attached to a fixed column, it is carried by a jib, like a crane, can be raised or lowered, swung around, or moved to and fro until it is exactly over the work, and by a few heavy blows it welds it done. It is usually best done by a heavy sledge-hammer having three or more chisels, and handled by as many men.

MORE THAN MEETS THE EYE.

Another familiar proof of the ponderous substantiality of this person and unobscured air is that which everybody experiences every day without taking any notice of it, until the attention is specially drawn to the matter. Like all other substances which possess weight, the invisible air pushes against bodies that stand in its way, when it is moving. It rushes against the face as it can be felt. It turns the sloping will-o'-the-wisp when it drives against them. It travelling off with sufficient impetuosity to speed. It forces the ship, with its burden of a thousand tons, to glide along

over the sea when it strikes upon the broad coast and that are spread to catch the impulse. But the minute particles of the invisible air, which are so abundant enough to produce these very obvious mechanical effects, do not touch each other, as they exist in their natural condition in space. They float, in their innumerable millions, each many times their diameter apart. They may be driven to approach a little nearer together by the exertion of external compressing force, but they cannot be squeezed into contact by any power that man can bring into play for the purpose. They are not forced into contact by any of the innumerable great powers the Nature herself deals with in her own majestic and mighty operations. They constantly stream and roll about amongst each other in all conceivable directions. Science, indeed, teaches that in all probability they are in perpetual unrest, and unceasingly rushing past amongst themselves, and that when eleven grains of air-particles are crumpled in a glass bottle, notwithstanding their apparent stillness, they occupy themselves with a never-ending dance during their enforced imprisonment, each particle dashing from side to side and to and fro, and never passing an instant in its headlong and career, although it has all the time to wheel itself out and in and round its companion particles, to avoid coming into collision with them. Such is what science has, up to this time, been able to ascertain and to conceive in reference to the molecular constitution of air.—*Science for All.*

A POST-OFFICE RAID.

Last week (as a Home paper), the postal authorities throughout the country made a raid on halfpenny letters. Every body knows by this time that circulars and other communications sent by post are subject to the privilege of being sent by post. Numbers of communications that should have been conveyed at the ordinary rate of postage have been "ripped" with halfpenny stamps. It is almost inconceivable, perhaps, the fact, that the postal authorities have been so grossly abused for the purpose of saving a halfpenny. To check this fraud on the revenue, the postal authorities ordered the opening of all communications bearing only the halfpenny stamp that passed through the Post Office last week, and the usual penalties were exacted when the regulations were found to have been broken.

ABOUT HUDSON.

Henry Hudson, of whose early life but little is known, started in 1607 with ten men and a boy, on a course holding towards the North Pole, to seek a shorter passage to China than the by-way of the Cape of Good Hope; but he did not get farther than Spitzbergen. He made three voyages after this—the fourth and last terminating in a terrible tragedy. After entering the great bay which bears his name, he was beset in the ice, and, after a long and arduous struggle, he was obliged to leave the ship, and, with a few men, to make his way to the coast. He was then seized by the Indians, and, after a long and arduous struggle, he was obliged to leave the ship, and, with a few men, to make his way to the coast. He was then seized by the Indians, and, after a long and arduous struggle, he was obliged to leave the ship, and, with a few men, to make his way to the coast.

OZONE.

A peculiar modification of oxygen called ozone (from a Greek word *ozeo*, I smell) exists in very small quantities, about 1 volume in 700,000, in the air. This substance when analysed is found to contain nothing but oxygen. It, however, differs from oxygen in several respects—it has a powerful odour resembling that of phosphorus; it is a much more powerful oxidizer than ordinary oxygen, thus it corrodes silk, indurubber, and other organic substances; it bleaches solutions of litmus and other vegetable colours. At one time very great importance was attached to the presence of ozone in the atmosphere. The blue colour of the sky has been attributed to ozone. Ozone is always formed when electricity is passed through oxygen; it is thus produced in thunderstorms, and its peculiar odour can always be detected when an ordinary electrical machine is worked. It is said to be formed during the evaporation of water, turpentine, etc., under certain circumstances; it is also produced by the action of moist phosphorus on the air. It has never been obtained pure, but a mixture containing 1 part of ozone with 4 parts of oxygen can be prepared by passing an electric discharge through gold dust. It has been proved that ozone differs from ordinary oxygen by having its atoms more condensed; the molecule of oxygen contains two atoms of ordinary oxygen, but the molecule of ozone contains three atoms squeezed into the same space. If ozone be heated it is broken up into two volumes expanding to three of ordinary oxygen. Ozone is completely absorbed by turpentine. Its presence is indicated by the so-called ozon paper, which consists of white blotting paper soaked in a solution of starch and potassium iodide. These papers turn blue when exposed to ozone. Other gases, such as chlorine, will turn ozone paper blue. The odour of large towns is said to be free from ozone, but it is found in the country air and especially at the seaside. Ozone is a powerful disinfectant, since it destroys the organic products of putrefaction and disease.—*Cassell's New Popular Education.*

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The effect of this Standard Phosphoric
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Risks is immediate and permanent, all
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Asthmatic people who suffer from
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Catarrhal affections, and difficulty
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For Curbing Weak and Thin Hair, Preserving, Strengthening, and Restoring the Hair beautifully Soft, for removing Dandruff, itching, and for restoring the Hair to its natural color, it is without equal. It is a safe and reliable remedy, and is recommended by all the leading authorities on the subject. It is sold in bottles of 1s., 2s., 4s., and 8s. (10s. per bottle). May be had from Chemists, Druggists, and Perfumers all over the World.

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An antiseptic, preservative, and aromatic dentifrice, which whitens the teeth, prevents and arrests decay, and sweetens the breath. It contains no mineral acids, no gritty matter or irritating astringents, keeps the mouth, gums, and teeth free from the unhealthy action of germs in organic matter between the teeth. Is the most wholesome tooth powder for ladies and children, and being most carefully perfumed it is a perfect toilet luxury for ladies who value the appearance of their own and their children's teeth. 2s. 6d. per box.

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A soothing and emollient milk for the face, and is most cooling to the skin in hot climates; it removes freckles, tan, sunburn, roughness and redness of the skin, pimples, cutaneous eruptions, and restores soft fair skin, and a lovely delicate complexion; it is warranted free from any mineral poisons and is absolutely harmless. Bottles, 2s. 6d. and 4s. 6d.; sold by Druggists and Grocers.

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At 1020 Cash per Dollar Mexican.

Highest, Lowest, Cash, Cash.

Chinese Names.

Butcher Meat.

Bacon, English, lb. —

" Amie Sugar cured, 360 —

" Footcows, 190 —

" Japan, cured, 210 —

Beef sirloin & prime cut, catty 130 120

" Corned, catty 130 —

" Roast, 130 —

" Soup, 100 —

" Steak, 130 —

Unlocks' Brains, per set 60 50

" Tongue fresh, each 300 —

" " corned, 350 —

" Head, 500 —

" Heart, 150 —

" Hump, Salt catty 140 —

" Feet, each 60 50

" Kidneys, 40 —

" Tail, 160 —

" Liver, catty 70 —

" Trips (undressed) catty 60 50

Calves Head and Feet, set 500 —

Rams, American, lb. 540 —

" Chinese, 220 —

" English-New, 500 —

" Japan cured, 280 —

" Shanghai, 200 —

Mutton Chop, 150 —

" Leg, 160 —

" Shoulder, 120 —

Pigs' Chittlings, catty 70 60

" Feet, 100 —

" Fry, 150 —

" Head, each 500 450

" Heart, 50 40

" Kidneys, pair 80 70

" Liver, lb. 140 —

Pork Chop, catty 160 —

" Corned, 150 —

" Fat or Lard, 130 —

Sheeps' Head and Feet, set 300 —

" Heart, each 50 40

" Kidneys, 70 —

" Liver, lb. 150 140

Sucking Pigs, each \$1.75 \$1.25

Suet, Beef, lb. 100 —

" Mutton, 100 —

Veal, catty 130 —

Poultry.

Chicken, catty 210 —

Capons, 250 —

Ducks, 180 —

Doves, each 120 —

Eggs, Hen, doz. 110 —

" Duck, 110 —

Poultry, catty 190 —

Geese, 190 —

Hares, each —

Musk Deer, —

Partridges, —

Pigeons, 220 —

Pheasant, brace —

Rice Birds, doz. —

Quail, each 120 —

Saip, 160 —

Turkeys, Cook, catty 700 —

" Hen, 450 —

Teal, each 450 —

Wild Ducks, pair —

Fish.

Barbel, catty 150 —

Bream, —

Bombay Ducks, pieces 150 —

Cotton Fresh Water Fish, catty —

Carp, 110 —

Catfish, —

Codfish, Salt, —

Crabs, 100 —

Cattle Fish, 90 —

Dab, 110 —

Dace, 90 —

Dog Fish, —

Kela, Congor, —

" Fresh water, —

Eels, Yellow, 60 —

File Fish, —

Frogs, 360 —

Fresh Fish, 100 —

Garoupa, 300 —

Gudgeon, —

Gurnard, 80 —

Horrings, 120 —

" smoked, box —

Halibut, catty 100 —

Labrus, 110 —

Loach, 200 —

Lobster, 120 —

Mackerel, —

Mullet, 110 —

Oysters, 150 —

Parrotfish, 140 —

Porch.

catty 120 —

Pike, —

Plaice, —

Pomfret, White, 250 —

Pomfret, Black, 140 —

Prawns, 320 —

Ray, 50 —

Rock Fish, 70 —

Roach, —

Salmon, (Canton), 220 —

Shark, 50 —

Salt Fish, 100 —

Skate, 50 —

Shrimps, 90 —

Snapper, 200 —

Soles, 200 —

Tench, —

Turbot, 130 —

Turtles, small, fresh water, —

Whiting, catty —

White Bait, 70 —

Fruits.

Apples, (California), catty 400 —

" (Tientsin), —

" (Japan), —

Bananas, Irrawaddy, 30 —

" (brides), 30 —

Chestnuts, Chinese, 100 —

Carambola, —

Cocoanuts, each 50 —

Ground Nuts, catty 80 —

Grapes, —

Lemons, China, 80 —

" Peel, —

Lichees, Dried, 220 —

" Fresh, —

Limes, —

Mango, (Siam), each 50 —

" (Manila), 80 —

Mangosteen, dozen —

Oranges, Sweet, catty 90 —

" Green, 50 —

" Red, 40 —

Olives, 70 —

Pine-apples, each 50 —

Pears, (Shanghai), catty 120 —

" (Tientsin), 140 —

Pawpaw, each 100 —

" (Siam), catty 50 —

Raisins, Muscatel, —

" Pudding, —

Water Chestnuts, com. 40 —

" Mandarin, 40 —

Walnuts, 100 —

Vegetables, &c.

Artichokes, Shanghai, catty 50 —

Bean, (French), 130 —

Best Root, each 10 —

Brinjals, Green, catty 30 —

" Red, —

Brassicas, 20 —

Bamboo Shoots, 140 —

Cabbage, Chinese com. 30 —

Cabbage, Shanghai, each 50 —

Cauliflower, 80 —

Carrots, catty 50 —

Celery, Chinese, 30 —

" English, 60 —

Chilies Dried, —

" Red, 450 —

Curry Stuff, English, 40 —

Cucumbers, 180 —

Bitter Squash, 180 —

Garlic, 60 —

Ginger, young, —

Horse Radish, S'hai, 120 —

Indian Corn, —

Lettuce, (English), each 10 —

Mushrooms, Fresh, catty —

Onions, Bombay, 60 —

" Green, 40 —

" Shanghai, —

" Japan, —

Okraes, —

Pareels, English, bundle 10 —

Potatoes, Sweet, catty 20 —

" Shanghai, 40 —

" Japan, —

Pumpkin, 20 —

Purslane, —

Papaw, 25 20 —

Radish, dozen 20 —

Rice, best quality, per picul, \$4.50 —

" Common, \$4.00 —

Shalots, catty 30 —

Spinage, (Chinese), 80 —

Spinach, —

Snake Gourd, —

Tomatoes, 80 —

Taro, 20 10 —

Turnips, Punt, (Long), each 20 —

Vegetable Marrow, catty —

" (Long), 40 —

Water Cresses, —

W. MACDONALD, Assistant Inspector of Markets.

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